



Florida's Newest Commercial Spaceport (Shiloh Area) FAQs

v. 5/2013

(updated 12/2013)

Background

On September 20, 2012, Lt. Governor Jennifer Carroll, on behalf of the State of Florida, sent a formal request to Department of Transportation (DOT) Secretary Ray LaHood and NASA Administrator Charles Bolden asking for conveyance of approximately 150 acres of undeveloped federal launch property (in the vicinity of the former citrus community of Shiloh, near the northern boundary of Kennedy Space Center (KSC) that would enable Space Florida to conduct the environmental studies necessary to determine next steps.

- *In addition to this, the former Lt. Governor's letter requested conveyance from the U.S. Government of the SLF, including associated support infrastructure and land. Conveyance is necessary to fully enable future improvements and best develop sources of revenue from non-aviation businesses. Florida intends to manage the development and operation of this asset as a combined special-purpose public airport/spaceport facility in a manner compatible with and enhancing KSC's continued operation as a NASA launch complex.*

How does NASA feel about the State's request for land in the Shiloh area?

- KSC Center Director Bob Cabana has issued his written approval to the FAA on behalf of KSC for an environmental study of the land.
- An Environmental Impact Study (EIS) will now be led by the FAA to determine potential impacts to the selected area, identify the most appropriate sites for launch activity, and enable public input into the process.

How do Volusia County officials feel about the request?

- On May 2, 2013 the Volusia County Council voted to support the State of Florida, through Space Florida, to develop commercial space launch facilities in a location north of the Kennedy Space Center (in the Shiloh vicinity) after conducting studies to ensure minimal environmental impact. (Brevard Resolution Feb. 19, 2013)

Did the Space Florida Board Review/Approve the Plan to Pursue Shiloh?

- On September 12, 2012, the Space Florida Board approved a Resolution to formulate and submit to the US DOT and NASA a proposal requesting conveyance of land on the north end of existing KSC property. Additionally, the vote authorized Space Florida to expend up to \$2.3 Million to begin the establishment of a comprehensive commercial launch capability including the Shiloh area for vertical and the Shuttle Landing Facility for horizontal launch. This process will involve environmental analyses, land surveys, title searches, appraisals and other assessments necessary to determine the appropriate parcel of land to pursue within the Shiloh area, and preparations required to enable development of commercial launch, processing and administrative facilities on that land.

Why did you choose this particular property (Shiloh)?

- The site was identified after an exhaustive evaluation of the East Coast of Florida from the Keys to the Georgia border earlier last year.
- Shiloh was determined to be the best site because (1) its location is far enough away from the existing KSC launch complexes to avoid conflict with their operations and future plans, (2) the land can be developed as the required jurisdictionally independent operation, free of the neighboring federal range and spaceports and (3) with the existence of both government and the more innovative commercial sector in close proximity, this would provide critical cross pollination opportunities between government and commercial launch activities to the benefit of both.
- A launch off state-owned property (which Shiloh would be), would fall under FAA jurisdiction of the airspace, not the Air Force. This significantly reduces potential launch constraints for commercial operators.

Why not use existing infrastructure and land at KSC and Cape Canaveral Air Force Station (CCAFS)?

- The existing infrastructure and capabilities on the federal reservations of KSC and CCAFS will allow for continued growth of federal government launches. However, because both NASA and the Air Force have higher priorities than accommodating the commercial launch market, it is only a matter of time before their priorities impact the commercial business model. When NASA commits funding to go to Mars, Asteroids or the Moon, that will be the mission of KSC and it will no doubt pursue that with vigor. Similarly, any significant national security event will focus the assets and resources of the military at CCAFS on addressing that threat. The commercial launch market is aware of this. They would be assuming risk to set up shop on a federal reservation, a risk they don't have in Texas, Georgia and elsewhere.
- If you were opening a business to service private sector customers, you would not likely put your shop in the middle of a NASA center or an Air Force base. The success of many of today's commercial space pioneers (Elon Musk, Jeff Bezos of Blue Origin and Paul Allen of Stratolaunch) occurred in an environment that nurtured innovation, experimentation and adaptability in the face of changing markets. That required environment is fundamentally incompatible with the inescapable obligations of a NASA center or a military installation whose first responsibility is always to the National Security mission.

Why do you need 150 acres?

- We are seeking approximately 150-200 useable acres in order to have the capacity to develop launch and processing facilities that will suit a variety of possible future commercial customer needs.
- This is a one-time-only request.

How many launch pads would be built on this property? What else in terms of infrastructure?

- A single launch pad at this time, with room for one more if the market will support. 150-200 acres will give the State room to be flexible in response to a dynamic commercial space marketplace.

Do you have customers/launch providers secured?

- We are currently in discussions with multiple launch providers, including SpaceX and Blue Origin, but there are others whom we are unable to disclose the names at this time.

What is the process and/or timeline for securing this land? For build out?

- 1.5 – 2 years to complete environmental/feasibility studies and an additional 2 years for construction. So roughly 4 years.

How many jobs?

- At this time it is impossible to determine the number of jobs that would result from one or more launch providers utilizing this land. It largely depends on the company using the property.

What is the history of that property that is being requested?

- The Federal Government originally secured this land in the early 1960's along with the rest of the property that became KSC. The land was obtained from private property owners through eminent domain and through an easement from the State of Florida. Those transactions were for the specific purpose of supporting the U.S. Space program and its related activities. The ability to grow the commercial market sector via this land will pay significant dividends to the national taxpayer, the Federal Government and national security.
- Additionally, we are suggesting the remainder of the land north of Haulover Canal and west of the Shuttle Impact Line be transferred from NASA to the Department of the Interior. This will remove the risk of future development that endures with title being held by NASA. Since the land was taken by the Federal government in the 1960's to 'support the space program and related activities', the land is at risk for future development in support of the reasons it was originally taken. Transfer to the DOI will remove that risk.

Have there been any additional past requests for use of this land for commercial purposes?

- There was an initial request from the State of Florida back in 1989 for the establishment of a commercial launch site.

Were there any issues tied to that request?

- The plan was shelved at the time because the concept was vague and the request was for nearly 12,000 acres, which would have had a negative impact on the environment.

Environmental Impact Study (EIS)**What will the Environmental Study tell you? How long will it take?**

- The EIS will likely take about 12-18 months.
- Public input meetings will occur in early 2014 and will be facilitated by the FAA contractor.
- The EIS may propose other potential site possibilities, but initial studies concluded that an area in the vicinity of Shiloh was the only appropriate area for a number of reasons (see below). The EIS will also provide data on the optimal locations to build launch facilities that will have the least environmental impact.

Road Closures, Recreational and Population Impacts

If launches occur from the Shiloh site, what roads will be closed and for how long? Also how will local boaters and fishermen be affected?

- Road closures and impacts to local fishermen and boaters are yet to be determined, as they will largely depend on the size/type of rocket launching. That said, closures are expected to be substantially less than that of government launches.
- It is anticipated that the findings on the EIS will be similar to those for the Texas commercial launch site. Some areas may be off limits for 6-15 hours per launch. Other activities may restrict as well but the footprint of those restrictions will be much less. Exactly what is restricted and for how long is what the EIS will determine. We anticipate people will still be able to fish much of the lagoon and watch from the beach during a launch, but the EIS will make that determination.
- Space Florida believes the impacts will be modest. The EIS will put the facts on the table for all to see.

Launches from KSC go directly over the Atlantic Ocean. Shiloh launches would go over land first. What unique problems does this pose?

- The flight path would go over the Mosquito Lagoon and the stretch of beach between New Smyrna Beach and Playlinda Beach, east of Titusville. However, there are no roads there and access is by permit only, so the impact should be very limited. Also, as a component of any FAA license to launch will be the requirement to assure that each flight is covered by insurance in case of an accident, just like the FAA requires the same before Delta or Southwest can take off from any airport.

Funding

How much will taxpayers contribute to building out the commercial launch site?

- The state will only make this capability available to the commercial market. If no company commits to investing their capital in the infrastructure, then nothing will be disturbed. Whether the State would choose to incentivize this activity will be a topic for negotiation at some point in the future. However, as with any other Florida-based project, State investment would be predicated upon a commitment of jobs and capital investment by the private sector.

How would environmental issues be addressed moving forward?

- We are in the process of conducting environmental studies that will help us identify the parcel that will have the least adverse impact to the environment. Our intention is to then remove the potential development risk to the remainder of the Federal property north of Haulover Canal.

Are there people living there now? Wildlife?

- No people are there and the wildlife populations will be accurately determined by the environmental assessments to be performed.

How will launches in this area affect the surrounding communities? The environment? (additional clarifications)

- We do not anticipate restrictions on current beach access and only very limited impact to boating and fishing activities immediately adjacent to launch and landing activities.
- Environmental: The past 50 years have shown that launch operations and wildlife areas can co-exist very well together. The state has been working with

KSC/CCAFS for many years to manage the existing land that hosts launches in Brevard County. We will work with the Department of the Interior and the U.S. Fish and Wildlife Service to ensure that the right mitigation techniques are put in place to ensure we are not endangering the environment. The specific acreage targeted for utilization are predominantly fallow orange groves remaining from the previous land use of the Shiloh community prior to it becoming NASA property.

- There are a lot of very smart people associated with the commercial launch business. We can do this right.
- Additionally, this project will help protect the remaining wilderness by assuring no additional land will ever be subject to development.

Would the State own the Shiloh property?

- Yes. The original state proposal to NASA was for a transfer of title of the Shiloh property back to the state. If it is State property – and because of its distance from KSC and CCAFS – launches from the site would not be impacted by the requirements of those same Federal hosts. This would enable commercial launch to be the primary focus of the site.

Are there concerns about private companies avoiding the oversight and regulations of the federal government at a purely commercial launch site? What about the payload providers?

- Just like anywhere else in the country, safety will be guided by the federal government. The FAA for public safety, OSHA for workplace and EPA for environment. The desire is only to avoid the inevitable conflict with NASA and the military at their respective locations. For every commercial launch the FAA will have to license each payload separately. As a result, the federal government will be quite aware of what is going into space from Florida.